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SOURCE Newspapers and periodical as indicated.

CRITICIZE TIMBER INDUSTRY;
REPORT PAPER-PLAN OPERATIONS

[Numbers in parentheses refer to appended sources.]

Timber Industry

At the 1950 session of the Supreme Soviet RSFSR, the Timber Industry of the RSFSR was criticized for its poor work, but Kudryavtsev, Minister of Timber Industry RSFSR, has not profited by this criticism. The 1950 production plan was not met because the ministry made poor use of the equipment with which it was provided. Only 62 percent of all timber-hauling trucks were in operation, only 65 percent of all steam locomotives, only 62 percent of all KT-12 tractors, and only 25 percent of all winches. The increase in labor productivity plan was not met, nor was the plan for reduction of production costs. In some cases, the cost of mechanized felling was higher than that of manual felling.(1)

The Belorussian SSR supplies the Donbass mines with pit props and sends lumber to the forest-steppe regions of the Ukraine, the Volga region, and to many industrial centers of the country. Millions of cubic meters of timber are logged in the Belorussian SSR every year; the republic is now being called upon to supply timber for the great construction projects of Communism.

The task is being carried out in a most unsatisfactory manner. Fulfillment of the fall- and winter-season logging plan stands in danger of failure. In the fourth quarter of 1950, the republic was more than 400,000 cubic meters short of its quota. In the first quarter of 1951, this liability is increasing. As of 1 March, the seasonal plan has been met by little more than half.

The Ministry of Timber Industry Belorussian SSR (Samuylenko, minister) does not take sufficient interest in felling operations and exercises poor supervision over its enterprises. The most serious deficiency in the work of the ministry is that its supervisors do not exercise strict control over the

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utilization of mechanical equipment. Not more than 20-25 per cent of the skidding plan was met through the use of tractors and winches. Most tractors and trucks remain idle. In the Minlesprom (Minsk Timber Industry) Trust, only two-four electric winches out of 14 on hand are in use; in the Moglesprom (Mogilev Timber Industry) Trust, only four out of eight are in use. The narrow-gauge railroads do not operate at full capacity. Steam locomotives are often idle because of slow loading of timber to the rail lines. (2)

During the years of the Five-Year plans, logging operations of the Ministry of Timber Industry USSR in Gor'kiy Oblast have become an important branch of the national economy. But the two logging trusts, Gor'kies and Gor'kirev, repeatedly have not met their assigned tasks and make poor use of the equipment with which the state has supplied them. The mechanized-transport plan of the Gor'kies Trust during the fall- and winter-logging season was met by only 40.5 per cent. Andryavtsev was charged with exercising poor supervision over these trusts. In mid-1950, four logging enterprises were organized within the system of the Gor'kies Trust without raw material bases and without the required material and technical preparation. As a result, these enterprises failed to produce 200,000 cubic meters of timber.

Neither trust assumes responsibility for training qualified cadres or creating normal living conditions for its workers. The enterprises of the trusts are not provided with repair facilities.

At present, 200 organizations representing 53 different ministries and departments are felling timber in Gor'kiy Oblast. Division of the cuttable timber supply among so many loggers has led to its completely unsatisfactory utilization, irrational capital expenditures, and excessively high production costs. Concentration of logging operations in the hands of a limited number of loggers would correct these shortcomings. (1)

More than half of the total volume of mechanized timber haulage from the enterprises of the Ministry of Timber Industry USSR is accomplished by truck transport. Truck haulage has, however, not yet been satisfactorily organized at all enterprises. Low logging-truck productivity indexes are to a great extent due to the poor condition of roads.

Surfacing roads with gravel, crushed rock, or asphalt increases the cost of haulage by shortening the useful life of trucks (about 5 years) and by decreasing their hauling capacity (30,000-75,000 cubic meters of timber annually). Using ordinary dirt roads also makes for high haulage cost due to great fuel and lubricating oil consumption and excessive expenditures of spare parts.

Practice has shown that the most economical roads are log roads, constructed of logs laid side by side, with planks forming a runway for the wheels of trucks. They assure high truck productivity, and do not require great capital construction expenditures. (3)

Paper Industry

In 1950, the work of the Kondopoga Paper Combine in the Karelo-Finnish SSR was unsatisfactory. In January 1951, the plan for paper output was met 101.4 percent; that for output of first-grade paper, 102 percent. The newsprint plan was not met in January, nor is it being met in February. Equipment is not being used at full capacity. The collective has begun Stakhanovite duty and has promised to produce 375 tons of paper in excess of the plan by 1 May. (4)

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Production processes are being made automatic at the Kommunar Paper Factory in Leningrad Oblast. Automatic operation of four grinding machines has improved pulp quality and increased productivity of the machines by 20 percent. Installation of special instruments permits accurate determination of the technological process and makes for uniform pulp composition. Output of first-grade paper has increased by 5 percent. Automatization of the steam-electric power plant has made possible the saving of fuel and power. In 2 months' time, the factory saved about 200,000 kilowatt-hours of power and hundreds of tons of coal.(2)

SOURCES

1. Moscow, Izvestiya, 18 Apr 51
2. Minsk, Sovetskaya Belorussiya, 6 Mar 51
3. Moscow, Les'naya Promyshlennost', No 2, Feb 51
4. Petrozavodsk, Leninskoye Znaniya, 1 Mar 51

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